

Work of the Handcart Missionaries a Neglected Page in Mormon History

Religious Enthusiasts Pushed
Their Carts 1,000 Miles to
Missouri River Ten Years
After First Settlement.

One of the most dramatic incidents of early pioneer Utah, and one that, perhaps better than any other thing, displays the sort of character that distinguished early Mormon leadership, is an unwritten chapter, barely alluded to by Bancroft's history, entirely overlooked by Whitney's voluminous work, and now known about by but very few, even of the older citizens, of today.

Perhaps in all the world's history of heroic endeavor in the proselyting of religious beliefs, it would be difficult to find a more striking example for the oratory of eulogistic sentiment than that of this unwritten chapter of Mormon history, which deals with the departure of the first very large band of Mormon missionaries, who went out into the world to preach their message of salvation, just ten years after the settlement of Brigham Young and his party of religious refugees in the valley of the Great Salt Lake.

In verse and prose alike, and on the painter's canvas, poets, orators and artists have sung their praise to the pioneer bands who urged the patient ox across the western wilds; to the courageous companies of gathering Saints who on foot pushed or pulled the two-wheeled handcart, bearing food, children, the aged and the sick, from the Missouri river to the Great Salt Lake; to the battalion of Mormon boys who left their departing families and were about to undertake that great pioneer journey of 1847 and themselves shouldered the nation's guns to march in the war with Mexico; and to the legions of young men who, in the prime of promise and aspiration, turned away from business, love and home to share their gospel with others. But, with strange unaccountability, on stirring scene in the drama of Mormon history has been overlooked by the eulogy of tongue, pen and brush. It is the "handcart missionaries," who, in the spring of 1857, walked 1,000 miles with their two-wheeled carts from Salt Lake City to the Missouri river.

On the morning of April 23, 1857, seventy-five Mormon elders, after assembling on the Temple block, started on this long, arduous journey. They were followed to the mouth of the migration canyon by hundreds of people, many weeping bitterly at the awful possibilities that lay ahead of the departing missionaries. On June 10, forty-eight days later, they arrived at Florence, Neb., traveling a distance of 1,032 miles in forty and one-half days, or an average of twenty-five miles a day, with as much as thirty-five on some days.

The accompanying photograph is a picture of one "team" that pushed one of the carts labeled "Zion's Express." They are Philip Margretts, Utah's veteran actor, seated in the center; Seymour B. Young, a present Salt Lake physician, on the right, and David Wilkin, who died a few years ago at Orangeville, Emery county.

These handcart missionaries were made up of young middle-aged and elderly men. They were "farmers, mechanics, tradesmen, merchants and clerks," and there were among them "Americans, Englishmen, Scotch, Irish, Welsh, Danes, Swedes, Norwegians, Germans and some of other nations." They went to all parts of the world, the United States, Canada, Europe and South Africa.

The handcarts used were some of the same that had been pulled across the plains by the five handcart immigrant companies of the preceding year. They had been reconstructed, painted, canvas tops added, and on the sides were printed such mottoes as "Truth Will Prevail," "Blessings Follow Sacrifice," "Merry Mormons," "Zion's Express."

The daily notes of a diary written by himself each day of the journey, were kindly loaned to The Herald by Philip Margretts. The record, among many interesting things, shows two very contrasting features. With blisters on feet, lameness, sore muscles, breaking carts to be mended, bodies cold from extreme temperature and wet limbs from wading through streams, encountering several snowstorms in the Rocky mountains, with as much as twelve feet deep of snow in one place, clothing wet through from traveling in numerous rainstorms on the plains, occasionally meeting with Indians, grizzly bears and other wild animals—with all this the party, throughout the entire journey, were in the highest spirits and continual cheerfulness, with always some form of play and amusement each evening after supper, such as singing, pitching quoits and footracing. Think of running a 300-yard race, which Mr. Margretts did one evening, after traveling twenty-nine miles; he won the race, the diary says, which meant an oyster supper later in St. Louis.

The handcart immigrants of the previous year walked across the continent because they were poor and could not afford to buy wagon outfits; while the handcart missionaries walked back over the same trail in spite of their owning plenty of horses, mules, oxen and wagons and handcart outfits.

The former came to join their friends and brethren with the welcome of a supposed near-by millennium in Zion; the latter left their dearest friends and associates to go into an unwelcome world of what to them was Babylon. The former came with visions of far better homes and comforts of living than they could ever have hoped for amid the poverty of their European vocations; the latter went with the knowledge that not only themselves, but also their families left behind, must be able to want or even poverty. The gathering handcart Saints came to better themselves; the departing handcart missionaries went for the sake of their fellow men.

"It is the will of the Lord that you go and walk with handcarts," said their leader. "Though we scarcely understand the need and the purpose of making the trip in the severest way possible," was the reply of seventy-four elders, "we go, and go with good cheer."

DAVID WILKIN PHILIP MARGRETT L. B. YOUNG
Missionary team that pushed one of the carts labeled "Zion's Express."

If Shannon's Chicks Are Six Months Old Why Do Lenzi's Pulets Lay Eggs?

Chicks that grow into fat hens and lay eggs, and chicks that persist in remaining chicks beyond the proper period of chickhood, are now an engrossing subject of discussion at police headquarters.

Desk Sergeant John A. Lenzi appeared for duty yesterday boastfully stating that he had a white Plymouth Rock hen four months and two weeks old which had laid an egg on Saturday last. This interested Lieutenant Richard L. Shannon, who has some barred Plymouth Rock chicks which, although hatched last February, are now more than six months old, still remain chicks, despite all his effort to make them grow into proud cocks and egg-laying hens.

Of course, Lenzi and Shannon compared notes. Lenzi explained that seventy-five white Plymouth Rock chicks, which were hatched in Ohio on April 8 last, were shipped to him and reached Salt Lake on April 11. They were quartered in his yard at 360 South Eighth East street and immediately devoted all their energies to growing.

When they grew large and fat, some of the chickens were served at the feasts at the Lenzi home and others were sold or given away, and now only two remain. These are now big chickens, and one of the hens cackled over

her first egg last Saturday. The egg is now a Lenzi family treasure.

Lieutenant Shannon had no such rooster story to tell. His barred Plymouth Rock chicks were hatched last February and were tenderly cared for in his yard at 27 Johnston street.

"I have done everything for them," said Shannon, "but they will not grow. They are still so small that it would take twelve of them to make a meal. I have about thirty of them."

"Sometimes I go out and spade up the ground so that they can dig worms. I feed them the best chicken food that can be procured and every once in a while I cut an armful of lucerne and throw it to them, so that they can peck at the green stuff. They like the grass, and when I throw it to them there is a terrible commotion among the thirty chicks that will not grow."

"They scratch up the worms when I spade the ground, gobble up the food set before them, and pick at the green grass cut for their especial benefit, but grow—that is a thing they haven't made up their minds to do."

Shannon wrinkled his brows perplexedly. Lenzi smiled as though he had the secret of making chickens grow snugly up his sleeve.

"Some dealer would like to have that first egg," he said. "A chicken might be hatched from it from which an early-laying variety of poultry might be started."

ELECTRIC POWER FOR HEAVY GRADES OF TRANSCONTINENTAL RAILROADS

Electric power in mountain railroading will be the next move of the great transcontinental lines. It is believed that the Western Pacific power company was to get locations for power plants to be used in the operation of the Western Pacific railroad. The Western Pacific power company has agents all along the Western Pacific, buying up water rights and good locations for power plants. When these agents first commenced their activities, it was generally supposed that Mr. Gould intended to reach out for some of the enormous profits which have been made by the large western power companies, but now it is understood that the Western Pacific power company's recent acquisitions, mainly for the use of the Western Pacific, although it is probable that power will be sold to mining companies and other concerns along the line of the new railroad.

Edward H. Harriman also favors electric power in mountain railroading. As soon as financial conditions improve, it is said, he will spend about \$40,000,000 in equipping the mountain divisions upon his lines which cross three mountain ranges, with electric power.

In a recent interview E. H. Harriman was quoted as saying: "The government will not permit of the combination of parallel and competing lines of railway, rightly enough, but it would not think of electrifying until the money market loosens up. It is an improvement which is bound to come, because it is in line with the cheapening of operation, which must come before the people can hope to realize lower freight rates."

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Plans Electrical Equipment.
Mr. Harriman said his expert engineers had been in the mountains for more than a year, surveying the water courses and the sources of supply for water power with a view to impounding it for the production of electricity. It is his purpose to electrify as soon as possible the mountain division of the Union Pacific road, which runs over the Rockies; the mountain division of the Southern Pacific, which runs over the Sierras; and the new mountain division of the Shasta route, which will run, like the present route, over the Siskiyou mountains.

It is understood that the engineers reported favorably to the project. There are reported to be a large number of streams capable of developing sufficient water power to run nearly everything in the universe. It is planned to use this power in a similar manner as the water power of the Niagara river is used to generate electricity at Niagara Falls.

The natural fall in the mountain streams could be utilized to turn great turbines, which would be used in generating the electricity needed to operate the trains over mountains. The cheapness of this installation, compared with the results that could be obtained, has, it is said, amazed Mr. Harriman.

The reports of the engineers have been submitted to Julius Kruttschnitt, Mr. Harriman's director of maintenance and operation, and have been approved by him. When Mr. Kruttschnitt came west with Mr. Harriman he brought with him these reports, and they were gone over thoroughly. It is understood that during his stay in the mountains, Mr. Harriman

MARKET CHANGES NOT IMPORTANT

Fluctuations in the Financial
World Are of Usual Mid-
summer Character.

IMPROVEMENT IN CROPS
UNITED STATES HAS BETTER
OF FOREIGN TRADE.

New York, Aug. 23.—Changes in the general financial situation last week were hardly noteworthy. On the stock exchange the period of trading partook strongly of the usual midsummer character, prices rising and falling within a narrow range. Early in the week the list became unsettled under the influence of the manifestos of a New England operator, and from the start to finish the market's undertone was distinctly irregular.

The week was not without its favorable developments, foremost being the marked improvement reported in crops. Another gratifying feature was the government's report on the foreign commerce in July, which showed a reduction of \$3,000,000 or 31 per cent in imports and a falling off of \$3,000,000 for the seven months of the calendar year. This enormous contraction of imports, with an excess of exports for the same period of \$19,000,000 gives promise of a highly favorable foreign trade balance. Money has piled up here during the past week, chiefly from the interior, and time as well as call accommodations were noticeably easy.

Harriman Stocks Strong.

Easily the most prominent feature of the week in stocks was the activity and strength of the Harriman lines. A new high record was made by Southern Pacific during the week with talk of a readjustment of the company's securities in some manner calculated to benefit that stock. The weakness of the Rock Island "Frisko" group was so pronounced as to cause some uneasiness, although assurances were given that the more immediate financial needs of this system would be safeguarded.

Their complicated condition is very generally known, however, and some kind of reorganization seems inevitable.

Iron and steel trade conditions are rather mixed just at present. A better demand is reported for light materials, but otherwise only slight improvement is shown.

In the copper and general metal trade the situation is decidedly less favorable than a month ago.

Collapse in Cotton.

One of the week's interesting events, bearing not a little on the securities market, was the sensational collapse in the big cotton pool, which is said to have brought disaster to some of the more venturesome operators. The substance of the reports submitted by the mercantile agencies for the week is that trade and industrial activities continue to expand, with promise of permanent improvement. Europe was in scarcely any sense a factor in the week's trading here. As an instance of how thoroughly our local financial institutions have recovered from last fall's panic, it is not amiss to note that one of the then defunct trust companies, since re-organized, has prospered well enough to anticipate by four or six months' payment of two installments to its depositors.

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8:30 a. m. 11:30 a. m.
2:00 p. m. 2:30 p. m.
4:00 p. m. 6:30 p. m.
8:30 p. m. 9:45 p. m.

Trains leave Ogdien for Salt Lake.

6:30 a. m. 8:30 a. m.
11:30 a. m. 2:00 p. m.
4:00 p. m. 6:30 p. m.
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